

## Abstract

The present invention relates to a method for determining a friction coefficient value ( $F\mu$ ) which represents the coefficient of friction present between the underlying surface and a vehicle tire. For this purpose, a wheel slip value ( $\lambda_{ij}$ ) is determined for at least one vehicle wheel, said value ( $\lambda_{ij}$ ) describing the wheel slip present at this vehicle wheel. The friction coefficient value ( $F\mu$ ) is determined as a function of this wheel slip value ( $\lambda_{ij}$ ). For this purpose, during a predefined operating state of the vehicle wheel slip values ( $\lambda_{ij}$ ) are determined at various times, in particular successive times. The frequency distribution of values is determined for these wheel slip values ( $\lambda_{ij}$ ) or for axle-related slip values ( $\lambda_{VA}$  and  $\lambda_{HA}$ ) which are determined as a function of these wheel slip values ( $\lambda_{ij}$ ). The friction coefficient value ( $F\mu$ ) is determined by evaluating this frequency distribution of values.

Figure 4